

NORFOLK BICYCLE AND PEDESTRIAN STRATEGIC CORRIDOR PLAN UPDATE

MAY 19, 2015

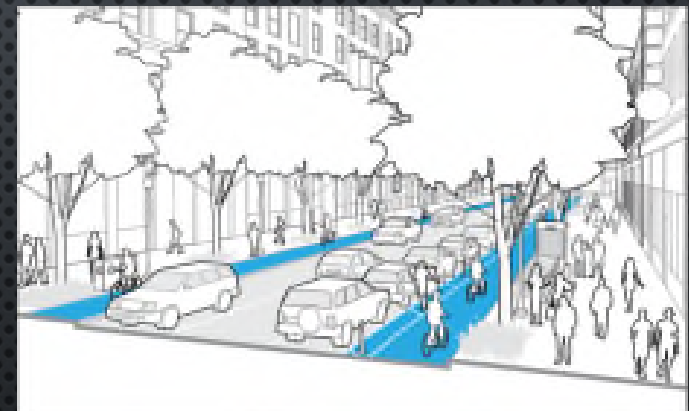


INTRODUCING OUR CONSULTANTS TOOLE DESIGN GROUP

- ONE OF THE NATION'S LEADING PLANNING, ENGINEERING, AND LANDSCAPE

ARCHITECTURE FIRMS SPECIALIZING IN MULTI-MODAL TRANSPORTATION

- OFFICES THROUGHOUT THE U.S.
- PLANS FOR:
 - DENVER
 - SAN ANTONIO
 - SEATTLE
 - PHILADELPHIA
- RECEIVED THE INSTITUTE OF TRANSPORTATION ENGINEERS PEDESTRIAN AND BICYCLE COUNCIL 2014 BEST PROJECT AWARD FOR THE *BOSTON COMPLETE STREETS DESIGN GUIDELINES*.

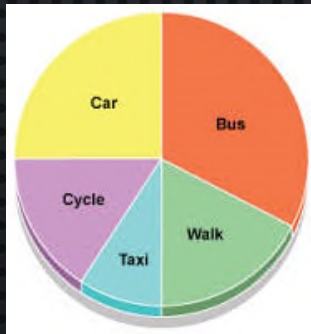


TECHNICAL COMMITTEE

- A TECHNICAL COMMITTEE WAS CREATED TO ASSIST TDG:
 - CITY MANAGERS OFFICE
 - PLANNING COMMISSION
 - PLANNING
 - RECREATION PARKS AND OPEN SPACE
 - PUBLIC WORKING
 - BICYCLE AND PEDESTRIAN TRAILS COMMISSION
 - DOWNTOWN COMPLETE STREET COMMITTEE
 - TIDEWATER BICYCLE ASSOCIATION (TBA)

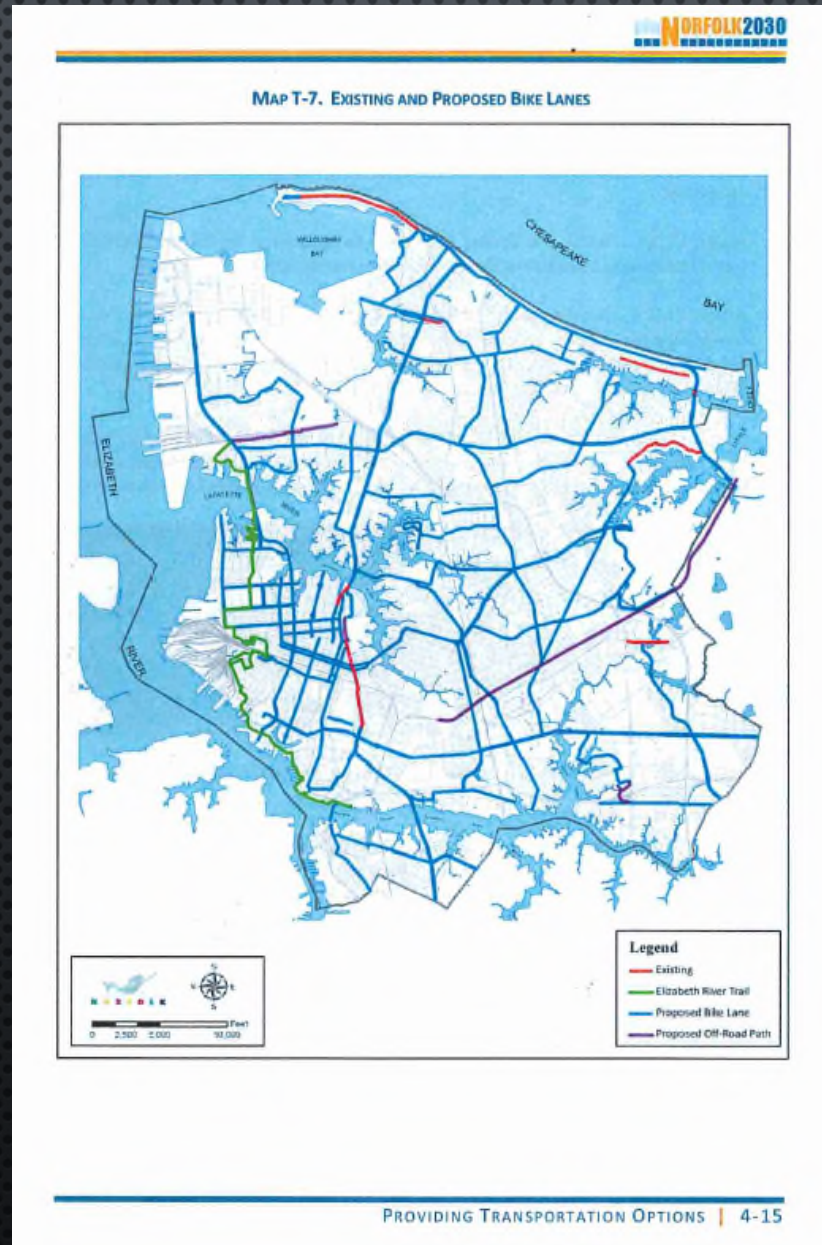


DATA COLLECTION



- EXISTING BIKE FACILITIES
- SIDEWALK LOCATIONS/WIDTH
- STREET SPEED LIMITS
- MAJOR TRANSPORTATION PROJECTS
- POINTS OF INTEREST/DESTINATIONS
- FOCUSED COMMERCIAL AREAS
- COMMON BIKE ROUTES
- PLANIMETRIC DATA (I.E. ROADS, BOUNDARIES , HYDROLOGY, PARKING LOTS, SIDEWALKS, BUILDINGS, SCHOOLS, ATTRACTIONS, SIGNALIZED INTERSECTIONS., ETC)
- PARCEL DATA
- PLANNING DATA (ZONING AND FUTURE LAND USE, ECONOMIC DISTRICTS)
- NEIGHBORING CITIES' BOUNDARIES , ROADS, AND EXISTING BIKE FACILITIES
- DEMOGRAPHIC DATA

NORFOLK BICYCLE AND PEDESTRIAN TRAILS COMMISSION



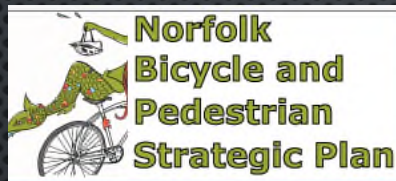
PUBLIC OUTREACH

Public Meetings

Wednesday, Oct. 15th @ Park Place Multipurpose Center

Thursday, Oct. 16th @ Tarrallton Recreation Center

Wednesday, Oct. 22nd @ Southside Aquatic Center



Norfolk Bicycle and Pedestrian Strategic Plan

INSTRUCTIONS

1 **DRAW** your ideas by clicking "Add route" or "Add point" in the menu bar below.

2 **DESCRIBE** the route or point by answering a few questions.

CLICK on a point to add photos

For detailed instructions, see "About & Help" below.

LEGEND

- Route I use for biking
- Road segment needs improvement for biking
- A trail/path is needed here
- Destination I do/would like to bike to
- Destination I do/would like to walk to
- Barrier to walking/biking

EXISTING FACILITIES

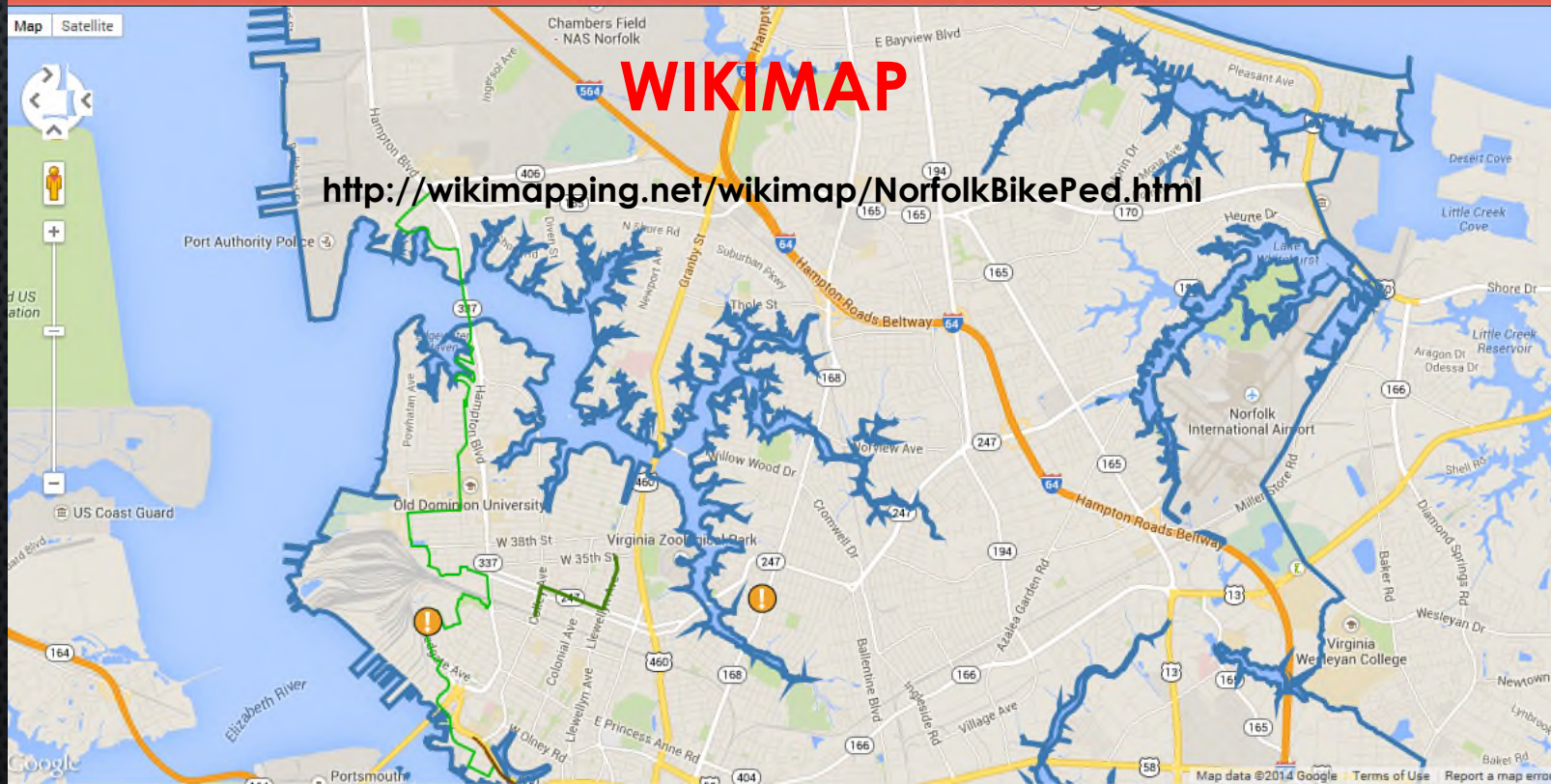
- City Limits
- Light Rail Line
- Elizabeth River Trail

About & Help Add Routes Add Points Photo Stream Find Location

Map Satellite

WIKIMAP

<http://wikimapping.net/wikimap/NorfolkBikePed.html>



RIDING WITH TOOLE



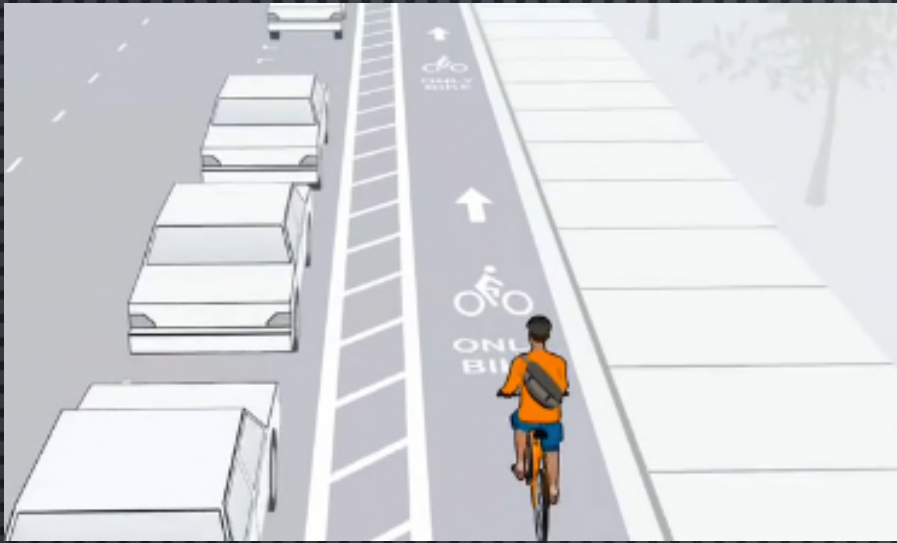
Toole Design Group - Route 1 (September 11, 2014; 8:00 a.m.)	
Start at City Hall	Comment
R on St. Paul's Boulevard	No riding on sidewalk on St. Paul's
L on City Hall Avenue	
R on Monticello Avenue	Light rail tracks
R on Charlotte Street	
L on St. Paul's Boulevard	
R on E Bute Street	
L on Fenchurch Street	Must X Brambleton/ Are sharrow's
L on Princess Anne Road	Wide enough to do more than sharrow's?
R on Llewellyn Avenue	Major bike route/Can we eliminate one lane of traffic?
L on 35th Street	Commercial area, can't ride on sidewalks
L on Colonial Avenue	Major bike route/Can we eliminate one lane of traffic?
R on 21st Street	Commercial area, can't ride on sidewalks
R on Colley Avenue	ODU to north/ERT to west/Commercial area, can't ride on sidewalks
L on W. Olney Road	EVMS/busy bike area
R on Colonial Avenue	
L on Mowbray Arch	
R across Hague Bridge	Path around Hague
Along Hague	
R on Botetourt Street	
Pass Pagoda, Past Nauticus	
Town Point Park	Allow bikes along waterfront
Granby St. Connector	Granby Street - Heart of Downtown/Downtown Arts District (go up if extra time)
R on Main Street	
Arrive back at City Hall	



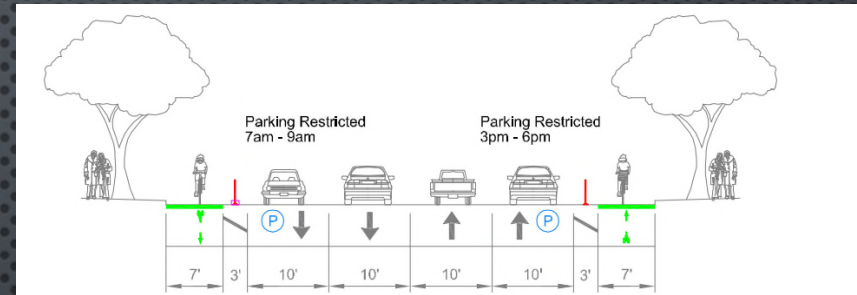
RESULTS - 13 STRATEGIC CORRIDORS

- Olney Road
- Lewellyn Avenue/Granby
- Granby Street
- Colley Avenue
- Campostella Bridge area
- Indian River Road
- Willow Wood Drive/
Cromwell Drive/
Robin Hood Road
- Princess Anne Road to
Cape Henry Avenue
- East Ocean View Avenue/
Shore Drive
- Azalea Garden Road
- Chesapeake Boulevard
- Sewells Point Road
- East Little Creek Road



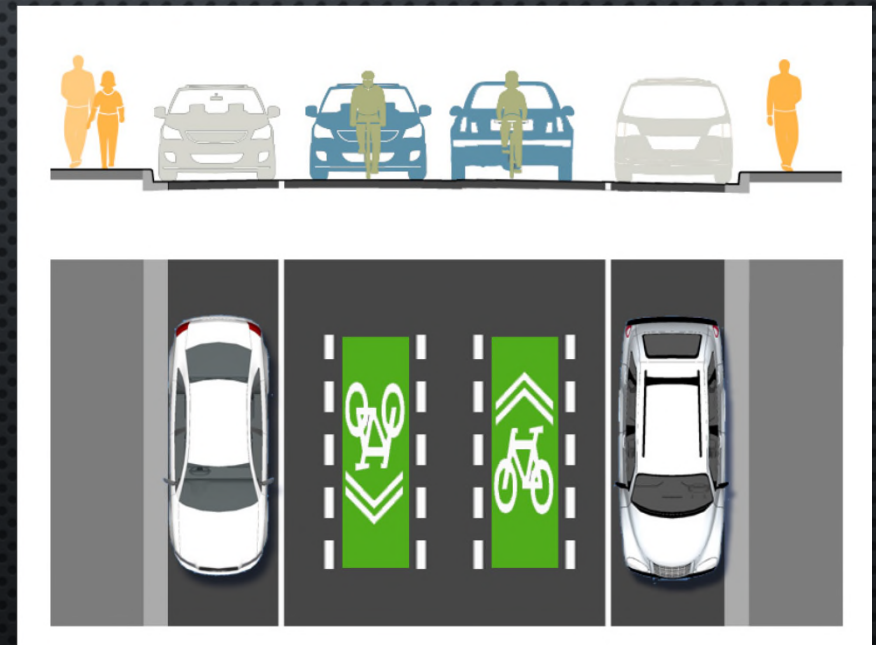
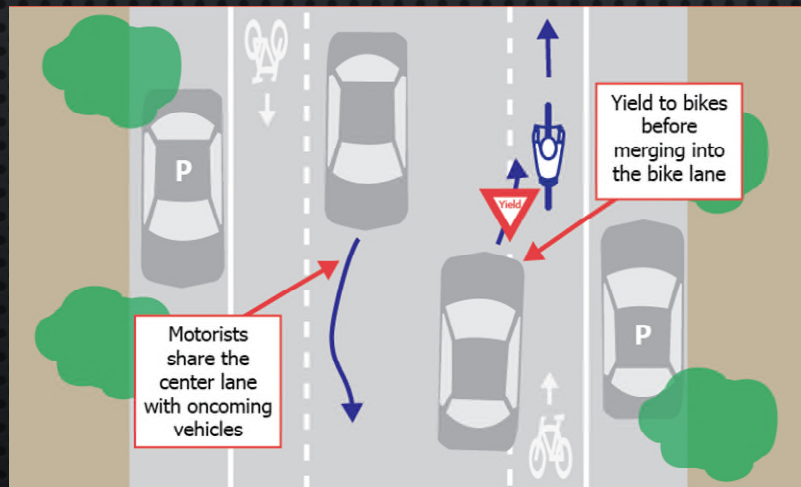


Protected Bike Lanes



RECOMMENDED TYPES OF BIKE FACILITIES

Advisory Bike Lane



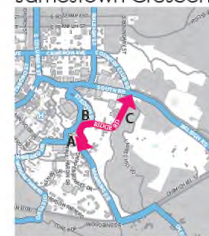
Priority Shared Bike Lane

[illegible]

NEXT STEPS

- ADDITIONAL PUBLIC COMMENT (JUNE)
- ADOPTION OF PLAN (JULY)
- IMMEDIATE IMPLEMENTATION NORTH/SOUTH AND EAST/WEST CORRIDOR
- LEVERAGE EXISTING FUNDING TO OBTAIN ADDITIONAL MONIES

Corridor 5: Hampton Beach Boulevard Bridge—Jamestown Crescent—Colley Avenue



Length: AADT: [range]
Speed Limit: Curb-to-Curb Width:
Class: Right-of-Way Width:
Maintenance: Land Use:

Estimated Project Cost
\$100,000

Key Design Challenges

- City-owned right-of-way does not afford enough space for ideal facility
- Movement of curbs necessary to accommodate on-street bicycle facility

Key map [corridor highlighted]

Purpose of Improvements

- Creates a critical north-south connection from Downtown to Naval Station Norfolk and the ***** neighborhood
- Good alternative route to Hampton Boulevard
- Improves crossing of Lafayette River that serves this corridor and the Elizabeth River Trail
- Connects and improves two neighborhood commercial districts on Colley Avenue

Public Input

- Creates a critical north-south connection from Downtown to Naval Station Norfolk and the ***** neighborhood
- Improves crossing of Lafayette River that serves this corridor and the Elizabeth River Trail
- Connects and improves two neighborhood commercial districts on Colley Avenue

Recommendations Overview Map



Proposed bicycle and pedestrian infrastructure

- 1 - From University to St Anthony Ave, remove parking on both sides of street to allow for buffered bike lanes. Formalize and narrow driveway entrances. Ensure sidewalk continuity.

- 2 - Designate Finn Street as a bicycle boulevard.

- 3 - From St Anthony Ave to Summit Ave -- three options:
Implement bike lanes through removing parking on one side of Cleveland Avenue.
Stripe climbing lane NB and restrict daytime parking on SB side during the day.
Narrow all lanes to stripe NB climbing lane, add priority shared lane markings SB.

Add signage indicating bike route on Otis Ave and Marshall

Signal warrant met under 4-hour condition; implement the type of pedestrian crossing infrastructure regardless of a decision.

Long term, widen sidewalks 2' around University of St. Thomas campus to create a meter bike route.

Corridor 5

Segment 1: Hampton Boulevard Bridge
Facility: Bike lanes
Major Action: Road diet



- Current conditions in this segment yadda yadda
- Potential Design Challenges**
 - Reduction in number of travel lanes may be viewed as decreasing motor vehicle level of service
 - Another design challenge here.

Segment 2: Hampton Boulevard
Facility: Bike lanes
Major Action: Lane diet



- Current conditions in this segment yadda yadda yadda
- Potential Design Challenges**
 - Reduction in number of travel lanes may be viewed as decreasing motor vehicle level of service
 - Another design challenge here.